(b) Indian Airlines had launched Desh Videsh Scheme-I wherein it was provided that passengers were entitled to tickets on international sectors of Indian Airlines as incentive depending upon the value of their travel on domestic network of the airline. 16,319 authorities for tickets have been issued under the scheme as on 30.01.2002 since these tickets are booked in discounted class based on availability of seats and average occupancy on the international network which is around 65%, value is not assignable to these tickets.

(c) Indian Airlines incurred a net loss of Rs. 159.17 crores in the year 2000-2001 which was mainly due to hikes in Aviation Turbine Fuel Price, to the tune of nearly 48% in six months between March and September, 2000, increase in Landing Navigational Charges and insurance premium, foreign exchange rates, deployment of sky marshals etc.

(d) Indian Airlines is operating in a highly competitive market scenario and private airlines are offering host of incentive/discounts to attract more passengers. In order to retain the competitive edge in the market and to keep up with the competition Indian Airlines has launched special promotional fares/schemes including Desh Videsh scheme.

Losses suffered by airports in Andhra Pradesh

1637. DR. DASARI NARAYANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the airports in Andhra Pradesh are incurring losses;

(b) if so, the details thereof during the last three years, year-wise and airport-wise;

(c) the reasons for incurring consistent losses by these airports; and

(d) the remedial measures being taken to improve the situation?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) Except Hyderabad Airport, all other airports in Andhra Pradesh are incurring losses.

(b) During last three years *i.e.* 1998-99, 1999-2000 and 2000-2001, airport-wise losses suffered in lakhs of rupees are as under: Cuddappah — 6.72, 9.75, 9.02; Donakonda — 0.35, 0.09, 0.19; Rajamundry — 34.75, 38.75, 35.88; Tirupati — 119.73, 133.26, 178.70; Vijayawada — 103.98, 105.06, 120.76 and Vishakhapatnam — 156.59, 130.90, 101.09. There was a loss of Rs. 409.44 lakhs in 1998-99 and Rs. 598.13 lakhs in 1999-2000 and a profit of Rs. 507.45 lakhs in 2000-2001 at Hyderabad airport.

(c) These airports incurred consistent losses due to very low traffic levels, with some of the airports having no scheduled operations.

(d) Without increase in traffic, it may not be possible for these airports to make profits.

Capacity of aircrafts to Kullu and Kangra

†1638. SHRI ANIL SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total capacity of aircrafts carrying passengers to Kullu and Kangra in Himachal Pradesh per week;

(b) the number of passengers deprived of air-journey as a result of lack of sufficient capacity;

(c) whether Government have conducted any survey in this regard; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) At present, amongst all scheduled operators, only Indian Airlines is operating air services in Himachal Pradesh by Dornier DO-228 aircraft with a seating capacity of 18 passengers. The flight schedule is detailed below:

Delhi-Shimla-Kullu-Delhi — 3 flights/week

Delhi-Kullu-Delhi — 3 flights/week

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†Original notice of the question was received in Hindi.